

ENGLISH MUST BEAT 90 MILES AN HOUR TO RECAPTURE HARMSWORTH TROPHY

Gar Wood's Boats, Defenders Of Cup, Fastest in History

Class of Invaders Unknown, but They Must Approach "100 an Hour" to Beat Detroit Millionaire's Entry.

By ROBERT EDGREN.

One of the year's greatest sporting events will be the International motor boat race at Detroit, beginning September 2, when Gar Wood will defend the Harmsworth Cup he captured in England last year. This greatest of all speed racing opened yesterday, with the first heat of the Gold Challenge Cup, championship of America, in which the Gar Wood boats are competing.

Motor boat racing has been a thrilling sport ever since the Hard Boiled Egg can 22 miles an hour on the Hudson, breaking world's records and completely flabbergassing all the old salts, who said no gas-driven craft would ever run at the impossible speed of a mile in two minutes.

Gar Wood's latest, Miss America, will go at least four times as fast as the Hard Boiled Egg. Gar counts on a sustained speed of about three miles an hour averaging a mile in 40 seconds. If the English invaders can beat that let them have the cup. It will take some doing.

Gar has become a national figure in amateur sport during the last three or four years. When only thirteen he ran a motor boat for his government at Duluth, and earned a lot about engines. He loved the water, and when he could afford it, he bought a small launch. When Gar was married, he and his wife spent their honeymoon on a little cruiser of the chug-chug variety. Mrs. Wood, by the way, is as good a sportsman on the water, as her husband, and she can drive a cruiser or a speedboat at a record clip on salt water or fresh, with the best of the skippers.

Later, Gar Wood invented certain mechanical devices which he now manufactures in an immense factory in Detroit, where he has made enough money to have all the boats he wants, with no limit on any detail of their outfitting. He lives in a cottage at Algonac, next door to his brother's boat shop, where all his racing machines are built under his own direction.

Gar's house faces the street, and the St. Clair runs through his back yard. Behind the house he has a small sort of a garage, in one side of it stands a big car on a cement way, the other side is a slip in which lies daily as a ferry to and from business. A little way down the river is a new boat shop in which his racing boats are mailed out when not tuning up or racing.

For a man who loves boats this would be hard to beat.

Takes Sport First Hand. Gar Wood always drives his racers himself, and Jay Smith handles his engines. Gar doesn't take his sport second hand. The reason he doesn't care for horse racing is that he'd have to let the jockeys have all the fun.

His first jump into big league speed racing was as part owner of the first Miss Detroit, which won the Gold Challenge Cup at Manhasset Bay in 1915. Chris Smith was builder. After that Gar had Smith build all his speed boats, and he has won the Gold Challenge Cup, championship of America, 4 years in succession, with Miss Detroit II, Miss Detroit III and Miss America.

Last year, having won everything worth going after in America Mr. Wood took his two racers Miss Detroit V and Miss America, to England. It cost him about \$50,000 to ship his racers on a steamer, and probably not less than \$50,000 in incidental expenses. Everything had to be taken from this country, for the English rules don't allow even a stick of wood to be used in racing unless it comes from the country the boat represents.

He had a lot of mechanics, all sorts of spare parts, and everything he could need. As it happened he didn't even use a rivet or a bolt or a board, for his two boats went through trials and races absolutely without any repairs—a thing unknown in speed boat racing before.

The English defender, Maple Leaf V, was guarded with all sorts of mystery. When Gar's men watched a trial spin, the English boat refused to cover. The American boats were run openly, and haulled out where anyone could look them over. Gar had nothing to hide. When the Englishmen asked him how fast Miss America, will go he told them, "Eight miles an hour." "They tried to conceal their speeds. They thought he was 'showing off.'

But Miss America walked off with the race, showing a speed of 79 miles an hour—smashing all records. Miss America had two liberty motors. They were built for the government to be used in war planes, which after the war were bought by Gar Wood and overhauled and equipped for marine racing by Chris Smith, who is as much a wizard with engines as he is with boats.

In all the time trials and racing in English waters neither boat was overhauled and there was not even a valve ground on any of the motors.

The new defender built this spring in Chris Smith's shop carries four 100-hp. motors in place of two. Gar Wood's motors are placed in the boat, so they'll be able to drive at a speed of 100 miles an hour. He already gone well over 90 miles an hour. When we consider that five years ago a mile a minute was laughed at by the best marine architects in America, as something so chimerical to be taken seriously, his is something of a feat.

In the International Race at Detroit, each country can enter three boats. Gar Wood has three that can beat seventy miles an hour, steady running. The trials may be what he has all three defenders, although many other racing boats are being built in different parts of the country to compete against him.

Competitive Assured. What the English will have is unknown. They're as much under cover as Carpenter at Manhattan, so their builders studies the Smith boats. Gar was racing in England, and no doubt they'll adopt some of the speed boats developed at Algonac. Maple Leaf V was very fast and ran only forty-four seconds behind Miss America in one heat at Cowes.

The American boats are soundly

Gar Wood, Who Defends Famous Harmsworth Trophy This Week

:: Edgren

DORVAL RESULTS.

First Race—Optimist, 100 (Thurber), 8.60, 5.55, 3.87; Lady Ivan, 100 (Stearns), 8.65, 5.30, 3.60; Max Kit, 112 (Boganiowski), 4.45, 5.90, 3.80; Alipran, 107 (McTaggart), 3.90, Time, 1:14 2-5. Also ran: Sacajawea, Diamond, Dale, Sam, Fancy, Twenty-Six, Long, Margaret Wood, Peep See, Great Hawkin.

Second Race—Mack Garner, 112 (Stearns), 8.65, 5.30, 3.60; Max Kit, 112 (Boganiowski), 4.45, 5.90, 3.80; Alipran, 107 (McTaggart), 3.90, Time, 1:14 2-5. Also ran: Flying Ford, Ragged Robin, Landless, Dormal.

Fourth Race—Lucy B., 109 (Murphy), 4.45, 5.90, 3.80; Point, 107 (Stearns), 8.65, 5.30, 3.60; Alipran, 107 (McTaggart), 3.90, Time, 1:14 2-5. Also ran: Flying Ford, Ragged Robin, Landless, Dormal.

Fifth Race—Star Realm, 114 (McTaggart), 5.35, 3.15, 2.70; Gath III (Thurber), 3.25, 2.60, Darnley, 105 (Dreyer), 3.60, Time, 1:42. Also ran: Madge F., George C., Jr., White Haven.

Sixth Race—Norman Elder, 112 (Thurber), 2.80, 2.75, 2.70; Fire-worth, 105 (McTaggart), 4.95, 6.15; Point to Point, 103 (Stearns), 8.65, Time, 1:46 4-5. Scratched Cavalier.

Seventh Race—Trickster II, 109 (Thurber), 5.30, 5.25, 3.60; Bucktail, 104 (McTaggart), 4.40, 5.90; American Soldier, 101 (McTaggart), 3.90, Time, 1:46 4-5. Also ran: Sun Lure, Paddy Dear, Ramona II, Harry M. Stevens, Little Sandy, Sal George, Buckhorn II.



MAJOR LEAGUE AVERAGES.

AMERICAN LEAGUE BATTING.

(Averages include games of Thursday, Aug. 25.)

Player Club	G	AB	R	H	HR	SB	PC
Christy's, Bos.	35	41	13	17	1	1	.415
Hornbeak, St. L.	110	685	102	191	15	1	.411
Scott, Bos.	37	62	10	24	0	0	.387
Barrett, N. Y.	31	21	2	5	0	0	.286
McGraw, N. Y.	32	20	3	6	0	0	.325
Twombly, Chi.	64	116	16	48	1	0	.371
Killeffer, Chi.	35	77	9	38	0	3	.355
Burns, Chi.	36	77	9	25	0	1	.322
Hughes, Chi.	36	77	9	25	0	1	.322
Hoover, Chi.	36	77	9	25	0	1	.322
Cutshaw, Pitts.	77	284	41	99	14	0	.349
Speaker, Cleve.	109	416	80	133	8	0	.365
Shantz, N. Y.	112	301	69	134	8	18	.344
Tobin, St. L.	113	520	106	188	8	4	.360
MacPherson, Bos.	113	409	88	158	8	4	.344
Nicholson, Bos.	63	199	28	58	4	3	.328
Fournier, St. L.	117	446	81	151	17	0	.338
McHenry, St. L.	118	444	76	149	16	8	.336
Bigsby, Pitts.	118	444	76	149	16	8	.336
Conrad, Det.	119	450	80	156	12	0	.333
Marriott, Chi.	73	234	28	78	2	1	.333
Yulliam, Phil.	113	437	53	145	14	4	.332
Woodall, Det.	28	35	5	11	0	0	.332
Pratt, Bos.	97	374	57	124	8	6	.332
Pitts.	53	161	24	54	4	2	.329
McNamee, N. Y.	118	470	77	154	13	11	.328
Frisch, Bos.	123	505	96	193	15	2	.326
Severell, St. L.	109	345	48	112	6	2	.325
Gardner, Cleve.	118	475	80	147	13	0	.325
Ward, Pitts.	120	490	81	160	14	0	.321
Hooper, Chi.	122	474	58	134	13	0	.319
Meinel, N. Y.	113	432	67	144	13	11	.317
Everbright, Chi.	116	420	59	130	10	0	.316
McNamee, N. Y.	116	420	59	130	10	0	.316
Malier, Chi.	90	330	43	104	12	0	.315
Johnston, St. L.	92	312	45	98	19	0	.314
Blue, Det.	123	477	58	149	17	0	.312
Mensky, Bos.	88	381	73	143	13	0	.312
Malone, Pitts.	120	484	89	165	15	2	.312
Melvin, N. Y.	114	444	74	148	13	0	.312
Courtney, Wash.	29	45	6	14	0	0	.311
Jones, Det.	111	410	65	129	11	0	.310
Barker, Det.	111	422	59	130	9	0	.309
McNamee, N. Y.	111	422	59	130	9	0	.309
Shanks, Wash.	123	467	59	126	9	0	.308
Baker, N. Y.	114	421	59	126	9	0	.308
Blue, Det.	123	477	58	149	17	0	.307
McNamee, N. Y.	112	447	73	151	13	11	.306
Malone, Pitts.	120	484	89	165	15	2	.306
Phipps, St. L.	114	441	74	148	13	0	.306
Pipp.	116	447	71	131	6	11	.305
Walker, Chi.	118	468	51	140	4	4	.305
Channing, N. Y.	108	352	55	109	4	5	.304
Daly, Pitts.	120	478	70	156	12	0	.303
Brasill, Chi.	115	371	48	110	6	5	.303
Welch, Phil.	115	371	48	110	6	5	.303
Reiter, N. Y.	111	381	59	132	10	0	.302
McNamee, Wash.	112	371	48	110	6	5	.302
Peters, Phil.	118	374	57	132	10	0	.302
Stock, St. L.	112	367	56	130	10	0	.302
Duncan, St. L.	113	367	49	129	10	0	.302
Clemson, St. L.	112	367	49	129	10	0	.302
F							